# SS CURTISS ACTIVATION SPECIFICATION

The SS CURTISS is classified as an ROS-5 ship for activation with a 9 man ROS crew.

The ship is capable of being utilized in two basic operating modes. The operating mode will be identified at the time of activation.

(1) Break Bulk Cargo Carrier
(2) Underway Replenishment/Vertical Replenishment

**GENERAL**

As a result of the lay-up condition, the SS Curtiss's crew will activate this vessel with minimal outside assistance. A contractor activation specification is not required. The activation will be conducted, in accordance with the activation plan.

**a. LAY-UP SYSTEMS/UNDERWATER BLANKS**

The ship is currently in ROS-5 status with the underwater blanks removed. The boiler stack covers will be removed by the ROS crew.

**b. SCHEDULE**

The activation milestone schedule and activation time lines from the activation plan show the activation process and the relationship between duration, sequence and critical path events. The schedule allows for delay, noting the activation portion concludes on hour 84 leaving 12 hours for unscheduled work.

AMSEA will request that USCG be on site to witness fire and boat drill and other applicable events. ABS will be requested as required.

The complete activation critical path is identified in the activation milestone schedule. Since there is no prime contractor involvement, there is no contractor critical path, scheduling or man loading attached herein.

Procedures for monitoring and updating the schedules.

The activation team will work with and monitor the progress of the crew and any required vendors.

AMSEA's activation team will monitor on-site progress utilizing the activation milestone schedule.

Options available to AMSEA for resolving problems (which in turn typically require a recovery schedule) include, depending on the problem:

- AMSEA hiring additional sub-contractors as required.
- Develop "work-arounds".

**c. PRESERVATION REMOVAL AND CLEANING**

Noting the ROS-5 status of the ship, no deactivation preservation is utilized. The crew will remove the boiler heaters and heater ducting prior to lighting off. The ship is maintained in a ready-for-operations mode eliminating the typical activation cleaning requirement.

**d. RECHARGING, ACTIVATION AND TESTING OF ALL VESSEL SYSTEMS**

The vessel has a ROS crew and all propulsion, auxiliary and cargo systems are in an operational state vs. a deactivated condition. Any additional testing requirements will be accomplished by the crew.

**e. OUTSTANDING DEFICIENCIES**

MARTS deficiency items are regularly reviewed with the MARAD COTR with determinations being agreed to on the urgency of correction, method of correction, scheduling of correction and arrangements for funding required.

AMSEA intends to accomplish correction of all critical items in a timely manner to keep the vessel in a true ROS-5 status. If any critical deficiencies remain at activation, they will be subcontracted via Amsea work orders. Non-critical items will be deferred.

NOTE:
Deficiencies that have been identified by the ROS crew , Group Port Engineer or MARAD Surveyor as a result of routine Phase IV maintenance or inspections will be addressed as follows:

1 - Deficiencies of a minor nature that can be corrected by the ROS crew, reasonably quickly, using on board parts and/or materials will be corrected as found and appropriate entries made in machinery history records.

2 - Deficiencies of a minor or major nature, within the capability of the ROS crew to repair, but for which parts or material to correct must be ordered; deficiencies of a more major nature, not within the repair capability of the ROS crew or that would take up too much ROS crew time to correct and deficiencies for which industrial assistance is required will be entered in the MARTS system.

**f. OUTSTANDING ABS/USCG CERTIFICATIONS**

MARTS has been installed on board the vessel. The regulatory and certificate module will be used to track ABS and USCG certificates.

**g. DOCK TRIAL**

A dock trial will be conducted for the purpose of testing safety devices, boilers, distilling plants, main engines, ships service generators, and auxiliary machinery.

Prerequisites:

- Ship will be properly moored with additional lines as required to assist in controlling fore and aft movement.
- Manning to include but not be limited to USCG licensed deck and engineering officers holding current licenses. AMSEA's goal is to use personnel experienced in the operation of the machinery/equipment for this vessel class.
- A trial schedule will be prepared listing key events, USCG and ABS inspections and watch requirements.
- Shore side steam will be required to heat fuel oil.
- Lift gangway.
- Distilled water will be required to fill boilers and distilled water tanks.
- Tugs will standby as required.
- Deck machinery (capstans, anchor windlass, line handling winches) on standby.

- Provide for the performance of tests and inspection to satisfy USCG and ABS requirements.
- Check propeller and surrounding area to assure that it is free and clear of debris, etc. and no divers are in the water.

Operations:

The following equipment/machinery will be operated during the trial. Pumps and equipment that provide the same service will be operated on a one at a time basis.

- Main Boilers.
- Combustion Control.
- Test Safety Valves.
- Forced Draft fans.
- Fuel oil service and transfer pumps.
- Main and auxiliary condensate pumps.
- Main and auxiliary circulating and cooling pumps.
- Distilling plants.
- Main and auxiliary feed pumps.
- Bilge and ballast system.
- Condensate, feed, and air removal systems.
- Main lube oil pumps, including controls and alarms.
- Engine room vent, supply and exhaust fans.
- Ships service and control air system.
- Ships service generators-operate singly and in parallel and demonstrate safety devices to satisfaction of USCG and ABS Inspectors.
- Main engines - operate in the ahead and astern mode at low RPM with enough time on each to satisfy regulatory bodies in attendance.
- Note: Upon completion of dock trials machinery plant and systems will be returned to on-line status.

**h. SEA TRIAL**

- The sea trial will be conducted in accordance with the latest MARAD requirements.
- Sea trial schedule is adjusted via a pre-trial meeting with all parties which include MARAD, MSC, USCG, ABS and AMSEA. The sea trial schedule can vary depending on time of day and the trial start location, weather etc.

**I. COST ESTIMATE**

| **Vessel: SS Curtiss** | | | |
|---|---|---|---|
| **Activation** | | **Estimate** | **Comments** |
| **Technical representatives** | | | |
| Subcontractors/vendors | $20,000 | | |
| ABS & other agency inspection | $10,000 | | |
| **Subtotal** | | $ 30,000 | |
| **Parts and equipment** | | | |
| Spares/replacements | $5,000 | | |
| Lube/hydraulic oil | $3,000 | | |
| Chemicals/gases, etc. | $4,000 | | |
| Misc., i.e.: comm., trash, etc. | $5,000 | | |
| **Subtotal** | | $ 17,000 | |
| **Crew and crew transportation** | | | |
| Crew wages & benefits | $55,500 | | |
| Transportation | $20,000 | | |
| Crew (phase-in) | $30,000 | | |
| (Crew phase in and costs for 5 FOS days) | | | |
| **Subtotal** | | $ 105,500 | |
| **Provisions/consumables (5 days)** | | | |
| Steward | $20,000 | | |
| Deck and engine stores | $20,000 | | |
| Medical supplies | $1,500 | | |
| Charts/publications | $1,000 | | |
| **Subtotal** | | $ 42,500 | |
| **Fuel** | | | |
| Propulsion fuel (180) | | | |
| **Subtotal** | | Market price* | |
| **Misc.** | | | |
| Port costs | | | |
| (Agents, tugs, port chgs., etc.) | $30,000 | | |
| **Subtotal** | | $ 30,000 | |
| **TOTAL ESTIMATE** | | $225,000 | |

Notes: The provision/consumable and fuel portions of the estimate will reflect the number of days the vessel will be stored/operated, as directed by MARAD.

*Fuel cost estimates will be provided upon activation.